

MASON'S
O.K. SAUCE,
O.K. PICKLES,
MANGO CHUTNEY,
WORCESTERSHIRE
SAUCE,
MUSTARD SAUCE,
TOMATO CATSUP.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

ALEX. ROSS & Co.,
Machinery Department,
4, Des Voeux Rd. Cent.
Phone 27.

No. 18,787. 號七十八百七千八萬一第

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HONGKONG, THURSDAY, AUGUST 8TH, 1918.

四拜禮

號八月八年七國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 57½ lbs. net.
In Bags 50 lbs. net.
SHEWAN TOMES & Co.,
General Managers. 1432

**FINEST
EGYPTIAN
CIGARETTES**

**F RIBOURG
&
T REYER
CALDBECK,
MACGREGOR & Co.**

15, QUEEN'S ROAD CENTRAL.

Telephone No. 75.

CARTRIDGES.

DUE to arrive at the beginning
of next month, a large
consignment of **SPORTING
CARTRIDGES**, principally loaded
with E. O. Powder.

WM. SCHMIDT & CO.

A LING & CO.

15, QUEEN'S ROAD CENTRAL.
**FURNITURE AND PHOTO GOODS
STORE.**
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1212. 111908

PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

Week Days	Week Days
1.00 a.m. to 8.00 a.m. Every 15 minutes	1.00 a.m. to 8.00 a.m. Every 15 minutes
8.00 " " " " " " " " " " " "	8.00 " " " " " " " " " " " "
10.00 " " " " " " " " " " " "	10.00 " " " " " " " " " " " "
11.30 " " " " " " " " " " " "	11.30 " " " " " " " " " " " "
12.45 p.m. to 1.15 p.m. " " " " " "	12.45 p.m. to 1.15 p.m. " " " " " "
1.15 " " " " " " " " " " " "	1.15 " " " " " " " " " " " "
1.45 " " " " " " " " " " " "	1.45 " " " " " " " " " " " "
2.15 " " " " " " " " " " " "	2.15 " " " " " " " " " " " "
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3.00 " " " " " " " " " " " "	3.00 " " " " " " " " " " " "
3.30 p.m. and 8.00 p.m. 9.30 to 11.00 p.m.	3.30 p.m. and 8.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.	Every Half-Hour.
1.00 p.m. to 11.45 p.m. Every Quarter-Hour	1.00 p.m. to 11.45 p.m. Every Quarter-Hour
SUNDAY.	SUNDAY.
7.30 a.m. to 10.30 a.m. Every 15 minutes	7.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 " " " " " " " " " " " "	10.30 " " " " " " " " " " " "
11.30 " " " " " " " " " " " "	11.30 " " " " " " " " " " " "
12.00 noon to 1.00 p.m. " " " " " "	12.00 noon to 1.00 p.m. " " " " " "
1.00 p.m. to 3.30 p.m. " " " " " "	1.00 p.m. to 3.30 p.m. " " " " " "
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6.00 " " " " " " " " " " " "	6.00 " " " " " " " " " " " "
NIGHTS CARS as on Week Days.	NIGHTS CARS as on Week Days.

Extra Car at 11 Midnight.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-tables, but not
for special cars, can be obtained on applica-
tion at the Company's Office. No Season
tickets will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Compro Order representing Bank
Notes.
JOHN D. HUMPHREYS & SON,
General Managers. 11549

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, 10th JUNE, 1918, until further Notice.

DOWN TRAINS.

Stations	No. 8 Through Express A.M.	No. 9 Local A.M.	No. 10 Through Slow P.M.	No. 11 Local A.M.	No. 12 Through Express P.M.	No. 13 Local P.M.	No. 14 Through Express P.M.	No. 15 Local P.M.	No. 16 Through Express P.M.	No. 17 Local P.M.	No. 18 Through Express P.M.	No. 19 Local P.M.	No. 20 Through Express P.M.	No. 21 Local P.M.	No. 22 Through Express P.M.	No. 23 Local P.M.	No. 24 Through Express P.M.	No. 25 Local P.M.	No. 26 Through Express P.M.	No. 27 Local P.M.	No. 28 Through Express P.M.	No. 29 Local P.M.	No. 30 Through Express P.M.	No. 31 Local P.M.	No. 32 Through Express P.M.	No. 33 Local P.M.	No. 34 Through Express P.M.	No. 35 Local P.M.	No. 36 Through Express P.M.	No. 37 Local P.M.	No. 38 Through Express P.M.	No. 39 Local P.M.	No. 40 Through Express P.M.	No. 41 Local P.M.	No. 42 Through Express P.M.	No. 43 Local P.M.	No. 44 Through Express P.M.	No. 45 Local P.M.	No. 46 Through Express P.M.	No. 47 Local P.M.	No. 48 Through Express P.M.	No. 49 Local P.M.	No. 50 Through Express P.M.	No. 51 Local P.M.	No. 52 Through Express P.M.	No. 53 Local P.M.	No. 54 Through Express P.M.	No. 55 Local P.M.	No. 56 Through Express P.M.	No. 57 Local P.M.	No. 58 Through Express P.M.	No. 59 Local P.M.	No. 60 Through Express P.M.	No. 61 Local P.M.	No. 62 Through Express P.M.	No. 63 Local P.M.	No. 64 Through Express P.M.	No. 65 Local P.M.	No. 66 Through Express P.M.	No. 67 Local P.M.	No. 68 Through Express P.M.	No. 69 Local P.M.	No. 70 Through Express P.M.	No. 71 Local P.M.	No. 72 Through Express P.M.	No. 73 Local P.M.	No. 74 Through Express P.M.	No. 75 Local P.M.	No. 76 Through Express P.M.	No. 77 Local P.M.	No. 78 Through Express P.M.	No. 79 Local P.M.	No. 80 Through Express P.M.	No. 81 Local P.M.	No. 82 Through Express P.M.	No. 83 Local P.M.	No. 84 Through Express P.M.	No. 85 Local P.M.	No. 86 Through Express P.M.	No. 87 Local P.M.	No. 88 Through Express P.M.	No. 89 Local P.M.	No. 90 Through Express P.M.	No. 91 Local P.M.	No. 92 Through Express P.M.	No. 93 Local P.M.	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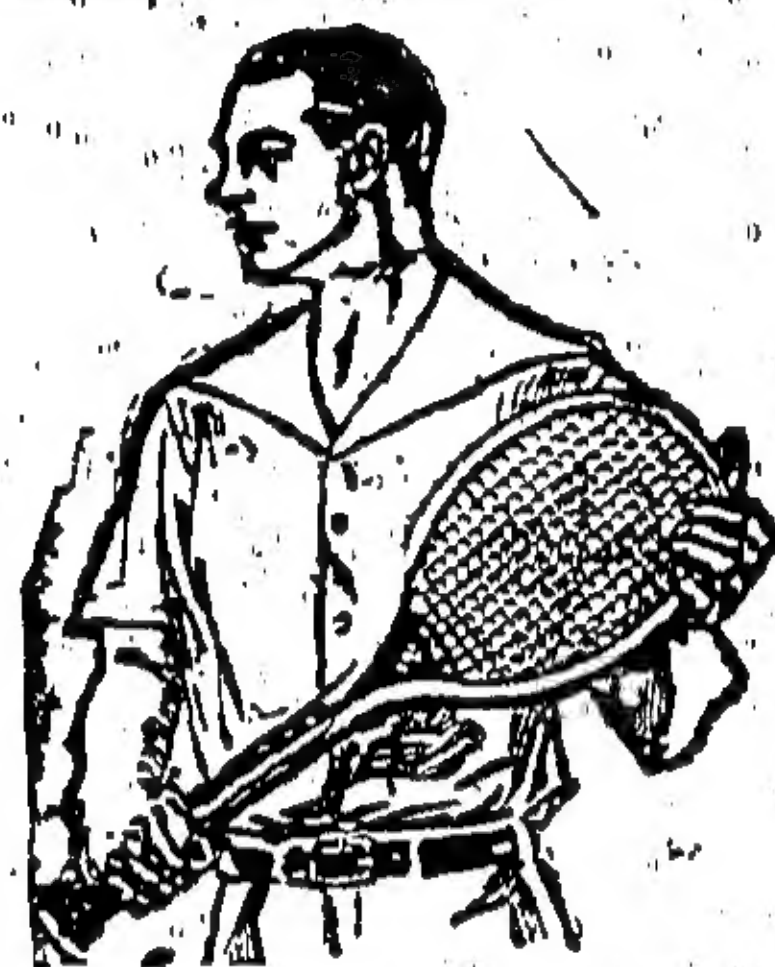
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ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

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SHANGHAI'S FUTURE AS A
PORTSCHEME TO TRANSFORM THE
HUANGPOO INTO A CONTINUOUS
DOCK HARBOUR.

In a report prepared for the Huangpo Conservancy Board by Mr. H. von Heidenstam, Dr. J. G. Richert, and Mr. P. C. Hornell it is urged that the increase to be expected in the near future in the number, size and speed of ships demands the provision of modern harbours, and, unless transshipment is to take place from foreign ports, suitable arrangements must be made on the China Coast to meet the new conditions. Consequently, if Shanghai is to maintain its supremacy as a port considerable improvements must be undertaken. Three alternative schemes are suggested, but that most favoured is the closing of the Huangpo with lock gates and so transforming the whole river into a continuous dock harbour with a water level corresponding to the mean water level at Wusung. To this there would be disadvantages, such as the closure of entrance and exit to and from the harbour by means of lock gates, the expense of structures for closing the river would be great, while the canal system and the drainage of Shanghai would be affected. While it is not possible to state whether the effect on the canal traffic would be serious, the effect of such a scheme on the sewage disposal and water supply of Shanghai would be considerable, though the first might be met by a re-arrangement of the present scheme, and the second by the installation of an intake in the Yangtze or the Hsi Tai, or Tai Hu lakes. The harbour scheme would cost, it is estimated, about Tls. 43,000,000. While these difficulties are not insuperable it would appear that the benefits to be derived by the scheme are of great importance. The scheme is a well-known one and has been thoroughly tested; any depth can be permanently obtained by dredging, while the constantly available depth in the Huangpo so treated will immediately after the completion of the works be increased by seven feet; this would at once increase the value of the existing wharves, the cost of construction of quays for a certain effective depth would be less on account of their lower total height, and silting in the Huangpo would practically cease and consequently the necessary dredging along the wharves. Between Wusung and Shanghai there would be a length of shore on both sides of the river—totalling 38 miles, along which deep water quays might be constructed. The basin would have a width of from 1,000 to 2,500 ft., sufficient for the largest vessels. Its area would be 6.5 square miles, seven times that of the London Dock and 24 times that of the present harbour in Hamburg, while, when it is remembered that the dock could be extended above Shanghai, it is to be questioned whether any other harbour would possess the possibilities for development that Shanghai would then possess. Indeed, the possibilities of development would almost be unlimited.

There still remains the question of access to such a harbour to be considered, and here the Fairy Flats at the entrance of the South Channel, of the Yangtze present a knotty problem. At lowest low water the depth over this shoal is only 16 ft., at neap high tide it is 30 ft., and the shoal has a length of over 20 miles. To accommodate the ships for which this new harbour is planned the water depth would have to be increased to 36 ft. at lowest low water, an increment to the present depth of not less than 20 ft. By obstructing the other branches of the Yangtze estuary and by the concentration of the natural scour in the South Channel this might be done; dredging would in all probability prove futile.

This objection to the other channels would lead to difficulties with the present riparian owners along their banks, and it is possible that another shoal would be formed further out which would be even more difficult to handle, while some of the islands in the South Channel and possibly the entire existing banks might be scoured away. All this, of course, can be overcome by the regulation of the South Channel as it stands without interference with the other channels, thus necessitating a slight diminution of the flow by narrowing the channel. The concentration of energies upon the one channel and the non-interference with the others, and the estimated cost of this would be about Tls. 40,000,000.

CIGARETTE AND TOBACCO
FUND.

Acknowledged to July 8th, 1918. \$23,828.56

Since received:

Bank interest on Current Account to June 30th.	\$ 3.50
M.R.S. Sub. August	5.00
Kowloon Customs Staff (per Mr. G. A. Albert)	
sub. May, June and July	48.00
M. S.	40.00
"Derrington" Bridge	4.00
Mr. Medico's "Bridge"	5.00
Mr. F. G. Becke, Whampoa, sub. August	20.00
Collected by Mrs. T. Arthur, List No. 12.	186.00
	309.00

\$23,828.56

Expended to July 8th, 1918. \$23,160.10

Since expended:

3,000 cigarettes sent to Miss Innes, Matilda Hospital.	17.50
cigarettes for 25th Bn. Middlesex Regt.	
Mount Austin Barracks; 20,000 cigarettes sent to Major T. C. Lewis; 100,000 cigarettes sent to the troops at the Front	502.57
	519.07

Balance in hand \$ 173.49

W. A. DOWLER

(Hon. Sec. and Treasurer).

Hongkong, August 7th, 1918.

THE SHANGHAI RIOTS.
JAPANESE DEMANDS.

The Executive Committee of the Japanese Residents' Corporation, Shanghai, presented to the Japanese Consul-General on July 27th the following views of the executive committee:

On the evening of July 19th several dozens of Chinese police of the Municipal police armed and formed in a body, inflicted damage and outrage on law-abiding Japanese residents and caused many killed and wounded, and, moreover, they killed and wounded their own comrades, Japanese police, also, and further they fired on and trespassed into the shops and residences of Japanese residents and caused heavy damage. These are undoubted facts.

Therefore the executive committee has adopted the following proposals:

1.—MEASURES TO DEAL WITH ASSAULTS.

(1) The Imperial Government authorities be required to negotiate with the Municipal Council without delay to deal strictly with the assailants and their accomplices.

(2) All the authorities responsible be also negotiated with.

2.—INDemnITY.

(1) That condolence money, allowance in aid of the family of the killed and educational funds for the children of the killed be demanded.

(2) Adequate indemnity be paid to those who have been wounded and suffered damage.

3.—REFORM OF POLICE SYSTEM.

(1) That the police in the International Settlement be under foreign police administration and distribution of the police should be decided by considering the condition of foreigners living in the settlement and the necessity to maintain the general peace and order of the International Settlement. In the district of Hongkong, where there are a large number of Japanese subjects, it is necessary to distribute Japanese police altogether under the direct command of the Captain Superintendent of the Municipal police.

4.—THE POLICE AFFAIRS AND THE CONSULATE-GENERAL.

(1) That the number of police officials in the Consulate-General be increased to have more efficiency so that no regrettable affairs need be expected to the maintenance of peace.

(2) The police authorities of the Consulate-General should always be in touch with the Municipal police to have joint activity.

(3) The police authorities should always be kind and considerate in meeting with the Japanese residents and deal with them with sympathy and at the same time should strictly control the undesirable.

Commenting on the document, the N. C. Daily News says:

In the first place it totally ignores everything that took place prior to the evening of July 19th and speaks as if the Chinese police had suddenly started out, unprovoked, to run amok among the Japanese residents. An omission of such a kind can only create the worst impression. Who was precisely responsible for the beginning of the uproar is a matter at present under inquiry. But there is very good reason to believe that it was provoked by the Japanese themselves, enraged at the perfectly proper behaviour of the Chinese police in arresting a Japanese sailor who was committing an assault upon a Chinese shopkeeper. The Chinese are not by nature quarrelsome and the discipline among the Chinese police force in Shanghai is such that we may safely assume they had very grave provocation before being stirred up to the undoubtedly regrettable, but on the whole rather natural, violence of July 19th. As regard the demand for indemnities, it is obvious that if anything is to be paid to Japanese, Chinese residents are equally entitled to compensation.

Finally, we have an attempt, which, in the circumstances of the case, can only be described as an impertinence, to set up a kind of *imperium in imperio*, to make north Hongkong a sort of Japanese kingdom, in which no one shall function without the sovereign consent of the Residents' Corporation. Unjustifiable as such a demand would be from any point of view, it becomes the more unreasonable when we remember that out of a total of 2,020 ratepayers in Shanghai entitled to vote, only 268 are Japanese, of whom by no means all live in Hongkong, while at least a very large, if not the greater, part of the property in Hongkong is owned by British landlords. By what right in these circumstances the Japanese Residents' Corporation consider themselves entitled to dictate to the community at large it would be interesting to ascertain.

We have spoken plainly because it is necessary to do so in the interests of the peace and good-fellowship of Shanghai and because the time has evidently gone by for eloquence. There is no danger that plain speaking need disturb the good relations of the Allied nations. The Imperial Government in Tokio has far too much sense to take umbrage over a purely local question, the rights and wrongs of which it will understand a deal better than do some of its botheaded nationals. But as a local question it is important that there should be a clear understanding. Shanghai is an international settlement in which many different nationalities have lived for a large number of years with very great mutual content. It has never been without striking at the whole root of our policy, that any one section should attempt to dictate to the other residents.

No little feeling has been excited by the disturbances in Hongkong and by the attitude of the Japanese community, and it is expected that the Council shall take a firm attitude. In no circumstances whatever

(Continued at foot of next Column.)

BIG U.S. PLAN FOR ORIENTAL
TRADE

The Bureau of Foreign and Domestic Commerce has announced the creation of a Far Eastern division with C. M. Bishop at the head (says a Kokusai message from New York under date July 19th). The function of this division will be the development of closer relations between the United States and nations of the Orient. The Government will lend aid towards developing commercial intercourse with these nations on a large scale by an appropriation by Congress, made for the specific purpose of promoting Far Eastern trade.

The Allied Industries Corporation has announced that for the first time in history the manufacturers have formed a combination to develop foreign trade. Forty-four mill owners whose domestic sales aggregate annually one hundred million dollars, have authorized the Corporation to send agents to Central and South America, Cuba, Porto Rico, Dominican Republic, Philippines, and to the Straits Settlements to introduce their goods. It is planned to reciprocate the encouragement of foreign trade activities here. These firms include the makers of textile goods, heating and lighting apparatus, chemicals, leather and rubber goods and toys.

JAPANESE VITAL STATISTICS

DECLINING MARRIAGE AND
BIRTH RATES.

The Statistics Bureau attached to the Cabinet (says the Japan Chronicle) has issued an official report on the number of marriages, divorces, births, deaths, etc., in 1916.

From this report we learn there were 425,735 marriages in 1916, a decrease of 11,415 on the preceding year. This decrease, the compilers of the report state, was apparently due to economic reasons of a world-wide character consequent upon the progress of civilization. The situation in Japan resembles the conditions in Prussia after the Franco-Prussian war. Against the large falling-off in the number of registered marriages, however, must be set the fact that in this country there are many couples who though not regarded as husbands and wives are living together as such.

The number of divorces was 60,536, which shows an increase of 300 over the preceding year.

Male births numbered 835,949, an increase of 4,507, while the number of female births was 896,939, an increase of 3,538 over the preceding year. Taken as a whole, the position as to births in this country is again much like conditions in Prussia after the Franco-Prussian war. Whether this also means that this country resembles Prussia in those days in regard to economic and social conditions is a question which deserves close investigation. Male and female still-births totalled 130,998.

Male deaths numbered 812,998, an increase of 48,943 over the preceding year, while female deaths numbered 829,900, which also shows an increase of 46,722. Whereas the birth-rate of this country has already reached its height, and there is even a tendency for it to increase, the number of deaths is increasing. This, says the report, is a very serious matter, for in Europe the death-rate has been declining. Moreover, the increase in deaths in this country is more in regard to infants and members of the rising generation than among the aged—a fact which is a matter for great concern.

Foundlings numbered 244, 196 being boys and 118 girls. The number of missing people was 574, of which 522 were male and 52 female.

MEMORIAL SERVICE TO MR. JOHN
LIDDELL.

In the Cathedral, Shanghai, on August 2nd, a service was held in memory of the late Mr. John Liddell, who died in Tokio on June 25th last. A very large number of friends, both foreign and Chinese, attended to show their regard for one who was deservedly one of the best-loved men of his day in Shanghai. Among those present were Sir Everard Fraser, K.C.M.G., Cav. de Rossi, H. E. V. Grosse, Sir Havilland and Lady de Saumarez, Mr. E. C. Pearce and other Municipal Councillors, and all the leading representatives of the legal and business community.

Many beautiful wreaths and flowers were sent by friends. The flowers were afterwards taken to Bubbling Well Cemetery and placed on the graves of British sailors. Among the offerings were a very beautiful set of crosses from Mrs. John Liddell, a wreath each from the four children, George, Jack, Marion and Rosalind—Stewards and Members of the Hongkong Jockey Club, Stewards and Members of the Shanghai Race Club, Shanghai Municipal Council, Mr. T. F. Hoogh, Mr. and Mrs. Charles O. Liddell, Mr. and Mrs. Percy O. Liddell, Mr. and Mrs. Norman Liddell and Malcolm, Mr. G. H. Purcell, Mr. C. H. Purcell, Mr. W. M. Howell, Mr. and Mrs. C. R. Burkill, Mr. and Mrs. A. W. Burkill, Mr. and Mrs. W. S. Jackson, Mr. and Mrs. C. W. Wrightson, Mr. R. S. F. McBain, and Mr. W. A. C. Platt.

should the Council allow itself to be coerced into increasing the Japanese police force at the present juncture, if ever, and other questions arising out of the riots must wait to be dealt with until the official investigation of the whole story is completed. The motto of this community is "omnia juncta in uno" and that implies that the interests of all together must be considered, not least, it may be added, of our Chinese fellow-residents.

HONGKONG MAGISTRACY.
THEFT OF IRON.

A Chinese pleaded guilty to stealing a quantity of iron and steel from the Kowloon Godown.

Inspector Gordon stated that defendant was arrested in Nathan Road, Kowloon, with the iron in his possession. The man admitted that he had taken it from the godown and pointed the place out to the Police. There was a large quantity of iron at the godowns which was awaiting transshipment. Defendant informed witness that he was destitute, out of work, and starving.

Mr. E. D. C. Wolfe sentenced defendant to a month's hard labour.

SAVING HERSELF TROUBLE.

An old Chinese woman was charged with dumping rubbish in Ashley Terrace, Kowloon.

Inspector Gordon said that defendant was continually dumping rubbish opposite other people's premises in Ashley Terrace, evidently with the intention of saving herself from being prosecuted by the authorities. She did this once too often, with the result that she was arrested by a detective. Inspector Gordon added that better-class Portuguese lived in the Terrace.

Mr. Wolfe fined defendant \$5.

TROUSERS TOO GOOD FOR HIM.

A dirty-looking Chinese was charged with stealing a pair of trousers from another Chinese.

Inspector Macdonald stated that defendant was arrested in Pokfulam Road with the trousers in his possession. When asked from where he got them, defendant replied that they had been sent to him by his father, who lives in the country. Inspector Macdonald added that, in his opinion, the trousers were too good for defendant, who was only a coolie.

Mr. Wolfe fined defendant \$10, with the alternative of ten days' hard labour.

AN INTERESTING APPLICATION.

Mr. W. B. Hind made an application to Mr. J. R. Wood in connection with a case in which a contractor was fined \$300 for using inferior material to erect some pillars of a house.

Mr. Hind asked the Magistrate to make a substantial reduction of the fine. He pleaded guilty, on behalf of his client, to having used material other than that required by the plan which was passed by the P.W.D., but submitted that his client should be given some consideration. It was his client's architect who discovered that the pillars had been constructed of blue bricks instead of red bricks, which were of a superior quality, and reported the matter to the P.W.D.

Mr. Wright (the Building Authority) stated that on information received, he sent Mr. Sapa to inspect the building and found that the bricks used for it were of a quality inferior to that which he had ordered to be used.

Mr. Wood inquired whether Mr. Hind's client had received instructions from the architect to pull down the pillars.

Mr. Hind replied that his client received information to the effect that the pillars had been immediately pulled down.

Mr. Wood said that in the circumstances he would reduce the fine from \$300 to \$150.

A DISGRACEFUL LETTER.

In the House of Commons on June 3rd, Brigadier-General Page Croft asked the Secretary for India whether his attention had been called to the letter addressed by Sir Subramaniya Aiyer to President Wilson, in which he stated that President Wilson and other leaders had been kept in ignorance of the full measure of misrule and oppression in India, that officials of an alien nation, speaking a foreign tongue, had forced their will upon it, that they granted themselves exorbitant salaries and large allowances, that they refused education, sapped the people of their wealth, imposed crushing taxes, and cast thousands of people into prisons for uttering patriotic sentiments, and that the prisoners were so filthy that often the inmates died from loathsome diseases, whether he was aware that this gentleman had fallen under the influence of Mrs. Besant, and what action he proposed to take with a view to putting an end to such propaganda.

Mr. Montagu: The disgraceful letter is correctly described in the question. Its impropriety is all the more inexcusable because of the position of the writer. It was amazed to read of its recent publication. But the assertions in the letter are too wild and baseless to require or receive notice from any responsible authority. No action has as yet been taken as regards the author, but I am in communication with the Viceroy on the subject.

AN ECHO OF THE TAI O TRAGEDY.

INDIAN CONSTABLE CHARGED WITH NEGLIGENCE OF DUTY.

SENIOR INDIAN SERGEANTS OF THE STATION UNDER ARREST.

At the Hongkong Magistracy, yesterday, before Mr. J. R. Wood, Indian constable B145 was charged with neglecting his duty on the occasion of the murder of Sergeant Glendinning at Tai O on July 17th.

Mr. T. H. King (acting D.S.P.) prosecuted and Mr. W. E. L. Shenton appeared for the defendant.

Mr. King said, first of all, he would prove from a section of the Police Regulations the action defendant should have taken when he heard rifle reports, and when he had good reason to believe that something unusual had happened at Tai O. He would prove that defendant was on duty at 10 a.m. on July 17th till 12 noon, armed with a rifle and twenty rounds of ammunition. He was on station duty at the time, his post being just outside the charge-room at the Tai O station. On that day defendant was not allowed to leave the station compound; he had to patrol on the west and south side of the station. He would also prove that when Sergeant Glendinning was shot at some time about 10.30 a.m. defendant was on duty and that he ran away.

Mr. Shenton wished to know whether the Crown intended to call any superior officer of the Police with regard to the Police Regulations.

Mr. King replied that he did not intend to do so. He would call the Indian Inspector who instructed the men as to their duties. He, too, would not mind going into the witness-box if any necessity arose.

Evidence was then taken. The Indian Inspector of Police stated that when recruits joined the Police Force they were given a month's instruction on Police Regulations; when the men were drafted to the various out-stations the instruction was continued once a month.

Mr. King—At certain stations in the New Territory, of which Tai O is one, there is a special duty called guard duty?—Witness: Yes.

What has the man to do when on station duty?—Guard the station.

I put it to you that his duty is to give warning of the approach of any suspicious persons, or craft, or launches, etc.?—Yes.

He would be responsible for giving information to the officer-in-charge of the station of any occurrence which he considered ought to be reported to the sergeant?—Yes.

In fact the safety of the station is in his hands primarily?—Yes.

As a matter of fact this day and night duty at Tai O station and other places was started after the Cheung Chow piracy in 1912?—Yes.

Mr. Shenton—Did you yourself instruct this man in the regulations you speak of?—Witness: Yes.

Did you do that when he joined the force?—No.

When did you instruct this man?—After he joined the force at some station.

Can you tell me which station?—I do not remember, because they are transferred frequently from one station to another.

Then how do you know you instructed this man?—Because he belongs to the Police Force and my duty is to instruct all Indian Police officers. I, therefore, must have instructed him.

You cannot remember any occasion on which you instructed him?—No.

Are these instructions written in a book?—Yes; in the Police Regulation Book.

In Hindustani?—No, in English.

Mr. Wood—You translated the English into Hindustani?—Witness: Yes.

Mr. Shenton—Are those station regulations contained in this book?—Witness: Yes.

Can you point out the regulation as to station duty?—No.

Mr. King explained here that the principal station duties were contained in a small book given to the instructors.

Mr. Shenton—Can you give any written document to show what the station duty at Tai O is?—Witness produced a book which contained those regulations. He said they applied to all out-stations. As far as he was aware there were no

particular regulations dealing with Tai O. He did not instruct the men on the whole of the regulations contained in the book, but only on the particular sections dealing with the Indian Police. He also instructed them in other regulations not contained in the book given him. He had no instructions as to what particular portion of the Police Regulations he had to teach the constables. The book given him contained the main points of the Police Regulations. Instruction in some portions of the regulations had been ordered by the C.S.P., others he taught, using his discretion. There was a Sergeant-Major who also instructed the Indian constables. The instruction was given at the Central Police station for a month and then at the various stations to which the men were transferred. Tai O station was not in his district; it was in the Sergeant-Major's district. He thought the station duty at Tai O was the same as at other out-stations, but he was not certain. He never went to Tai O.

Sergeant-Major Bhagat Singh said he was at Tai O up to April. He instructed the Indian constables as to their duties. He was sure that defendant was amongst those whom he had instructed. There were also certain verbal instructions which were not very long. These were in regard to the station guard. The first duty of the guard was to challenge anyone who came to the station; if no reply was received the guard was entitled to fire; he should blow his whistle and call to the Police in the station to turn out. There were other verbal instructions which did not deal with the station guard at all. The instructions were the same at all out-stations. One guard was on duty during the day and two at night. The guard's beat was within the fencing of the station. So long as he was upon the inside of the fence he could go anywhere. Other verbal instructions were to the effect that while one constable was searching a man, two others should have their rifles ready in case of emergency. They had to give an immediate warning if anything occurred.

Mr. King protested that all this evidence was unnecessary, but Mr. Shenton was of another opinion, remarking that the instructions were given verbally, from month to month.

Mr. King said Mr. Shenton's statement was incorrect and promised to go into the witness-box and prove it.

Continuing, the witness stated that the instructions for out-stations were given by Inspector Lamont, who was at present acting as A.S.P. for the New Territories. Apart from these special regulations, a constable had his general duty to perform.

Mr. Wood—No station guard on duty has a right to leave his post for anything whatever?

Witness replied in the negative and further stated that that regulation was in the Police Regulation Book. It was not a verbal instruction. He could only leave his post at the command of the officer-in-charge, or when somebody came to relieve him.

Sergeant Perkins, who was the next witness, related the incidents of July 17th. He said he noticed an Indian dressed in uniform and carrying a carbine, but was unable to identify him. He thought the constable was waiting for him. There were other Indians as well. At his request they followed him to the station.

Mr. Shenton—I should be fair in stating that your presence undoubtedly restored confidence?—Witness: I think so.

Do you think it would be fair to say that had there been another white man at this station a great portion of the tragedy would not have occurred?—I do not think it fair to say that.

Mr. Shenton—I say that and defendant will also say that. All the Indians wanted was someone to lead them?—The Indians, as far as I understand, ran away. If there had been another white man he, too, would have been shot.

Yes, he might or might not have been, but the Indians rendered assistance?—Yes.

Mr. Wood remarked that he did not think these questions relevant, but Mr. Shenton submitted that they were in view of the attitude he meant to adopt in this case.

Mr. Shenton (to witness)—May I ask you whether Tai O is not regarded as the most dangerous station in the place?—Yes.

From piracy?—Yes, because it is near Chinese waters.

And an out-post of this Colony?—Yes.

The Sergeant Interpreter said he saw defendant on the hillside at the back of the station near Shek Tai Po. He was in uniform and armed with a carbine. BIS was in the room and had access to the rifle.

Mr. Shenton—That is to say you know that a man who had committed a larceny slept in the room on the night before the tragedy?—Witness: Yes.

Mr. Wood said for the purposes of the case he did not think Mr. Shenton could ask that question.

Mr. Shenton submitted that he could.

Witness also said he saw defendant and ordered him to watch the station and shoot BIS if he came out. This defendant promised to do so.

The fisherman stated that he saw no guard at the station at the time of the tragedy. He was waiting outside the station for a license.

Mr. T. H. King then went into the witness-box.

Mr. Shenton—Are we correct in assuming that defendant's duty as station guard was to patrol inside the barbed wire?—Mr. King: Yes, inside the station compound.

The fence, as a matter of fact, goes up the hill at the back?—Yes.

Can you give us the various breaches of duty for which defendant is charged?

Mr. King replied that defendant, in his opinion, had broken every rule on the conduct of a policeman.

Mr. Shenton asked for a specific charge, and Mr. King then referred to various sections in the regulations dealing with the conduct of policemen. It seemed to him, he said, that it was defendant's duty to have remained at his post and taken action according to his instructions.

Mr. Shenton—Do you consider that was defendant's duty when there were three superior officers there?—Mr. King: Yes, he did not know whether they were there. It was his duty to have called one of the three superior officers.

Continuing, Mr. King said—If the Police had no regulations at all a constable had to abide by his oath of allegiance. Defendant would be under the superior officers at the station. On this occasion his duty was to have summoned one of the superior officers and act under his instructions. That was the discipline in the Army and Police.

Mr. King then remarked that he would like to have some time to look over the regulations in order to define defendant's particular disobedience of orders.

This was agreed to.

Continuing, Mr. King stated that when the constable found the superior officers had run away it was his duty to take independent action in the matter.

Mr. Shenton—If he saw his superior officer on the hillside was he justified in going up and reporting to him?—Mr. King: That depends on what the other man was doing at the time.

Supposing he saw the superior officer run away?—Then the responsibility rests on him.

What responsibility?—His duty at his post. In the absence of any superior officer he should remain at his post.

Supposing he tries to find the superior officer to take certain action and if he cannot find him, what should he do?—If he thinks he can get into communication with his superior officer he may be justified in following him. On the other hand, if he cannot, he must remain and act on his own responsibility. Certain rules were laid down for certain cases.

Mr. Shenton asked witness whether two duty on the present occasion rested with the senior officers, and witness replied in the affirmative.

Continuing, Mr. King said that assuming a man had been shot it was defendant's duty to report. Then he qualified this statement by remarking that the constable should first of all attend to the man shot and then report to the officer.

Mr. Shenton said he did not agree. The man heard a shot fired and he saw men running. His duty was to find the senior officer.

Mr. King replied that if defendant heard a shot fired he must satisfy himself from where it came, as it was his duty; or find out who fired the shot; whether it was an unlawful shot or an accident. If he did not see the shot or could not explain it he was to report immediately to his superior officer as intelligibly as possible.

At 5.30 p.m., Mr. Wood adjourned the hearing until this afternoon.

Mr. Shenton applied for bail.

Mr. King said in view of the rider passed by the jury at the death enquiry no wished to oppose bail being granted.

Mr. Wood said the defendant had the right to demand bail, and Mr. Shenton urged that it should not be based by an outside case. It was a minor charge.

Mr. Wood replied that it was of importance to the Colony. He, however, would fix bail at \$250.

The two Senior Sergeants have also been apprehended for neglect of duty.

Their case was remanded till Saturday morning, bail being fixed at \$250 each.

A KIDNAPPING CASE.
BOY'S STRANGE TALE.

At the Hongkong Magistracy, yesterday, before Mr. E. D. C. Wolfe, a Chinese was charged with kidnapping a little boy, aged 13, from the custody of his parents.

Defendant stated that while walking along the street he met the little boy, who informed him that he had run away from home, as he had been ill-treated. He had no place to go to, and was starving, and he appealed to defendant to help him. Defendant replied that he, too, was homeless. He, however, suggested to the boy that the latter could sleep with him in the verandah of a house in Queen's Road. The boy agreed, and for some days they lived together. On July 31st he informed the boy that he was going to Sham-sui-po to visit a friend. The boy begged to be allowed to accompany him. Being unable to resist the boy's pleading he consented, and they both set out for his friend's house, where they were well-received and kindly treated. There defendant was arrested.

Sergeant Spears stated that the boy was brought to Hongkong from Shanghai by his mother, who lives at No. 12, Staunton Street. On July 31st she gave him some money with which to purchase food, and the boy never returned. On July 31st she received information that defendant was attempting to sell the boy at Sham-sui-po, and she notified the Police, who arrested him. The little boy related a most remarkable story for one of his age at the Police Station. He said he was kidnapped at Shanghai when a child and taken to Ping Chow, where he was sold to a man who subsequently removed him to Canton. He lived there for some years in a shop, until a disastrous fire broke out, destroying the shop and burning his master, who died from the effects. Another man then took him under his care, as he was destitute, and brought him to Hongkong, where he was apprenticed to a shop-keeper. The treatment he received, however, was so bad, that he decided to run away.

When confronted by his mother at the Station, the boy burst into tears and said defendant had taught him the story which he had related.

Mr. Wolfe remanded the case.

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[2278]

INTIMATIONS

NOTICE

A MEETING of the GENERAL COMMITTEE of the WAR CHARITIES will be held in the Board Room of Messrs. JARDINE, MATHESON & Co., on FRIDAY, August 9th, at 5.30 P.M.

BUSINESS: Consideration of arrangements for "OUR DAY, 1918"—THURSDAY, October 24th. [2297]

IF YOU ARE INTERESTED IN AN INVESTMENT which, in return for an outlay of £100 per annum for five years, will thereafter return you an income of from £500 to £1,000 per annum, write for full particulars to AFRICAN REALTY TRUST, Ltd. (Capital £400,000 fully subscribed), 36, New Broad Street, London, E.C. 2, England. [2298]

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AN INTERIM DIVIDEND of ONE DOLLAR (\$1) per Share for account 1918 will be Payable on THURSDAY, the 15th August, 1918. Shareholders are requested to apply for Dividend Warrants at the Company's Office, 54, George's Buildings, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th August, 1918, to THURSDAY, 15th August, 1918, both days inclusive.

SHEWAN TOMES & Co., General Managers. Hongkong, 30th July, 1918. [2275]

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W. E. BAILEY & Co., Ltd. [2293]

NOTICE

ANY EUROPEAN, Non-Asiatic or Albin, desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or Identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916.

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DAVID SASSOON & Co., Ltd., 64, Des Vaux Road. [2217]

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Parcels will be received at the Office until 5 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, sailing dates, etc. apply to

P. L. KNIGHT, Acting Superintendent. [2211]

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HONGKONG HANBARD REPORTS of the MEETING of the LEGISLATIVE COUNCIL for the Session, 1917.

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The Daily Press.

HONGKONG, 8th AUGUST, 1918.

THE HOUSING PROBLEM.

MR. BOWLEY's survey, at the meeting of the Sanitary Board, of the overcrowded condition of the Chinese and the lack of adequate housing accommodation for Europeans in the Colony deserves more than passing notice. The suggestions he offered ought not to be dismissed, as the Chairman appeared inclined to dismiss them, as fanciful theories, admirable in their way but utterly impossible of realization. The problem of housing accommodation, for example, is one urgently requiring attention. The population of the Colony, estimated at 500,000, is, we are told on the authority of the Medical Officer of Health, more probably a million, and from this it follows that the estimated average of a fraction over three inmates per floor of each house is considerably below the actual figure. There is no doubt that overcrowding exists, and it is in the interests of every inhabitant of the island—European and Asiatic—that steps should be taken as speedily as possible to remedy it. In a matter so closely affecting the health of the entire community the plea of poverty, even if sincere, could not be accepted as an excuse for inaction. When it is known that the Treasury is overflowing and that, in the long run, many of the improvements suggested would become remunerative investments, the masterly inactivity which characterizes the Government's policy passes understanding. The measures advocated by Mr. Bowley for relieving the congestion of tenement houses—including, among others, the proposal that private enterprise should be encouraged by making vacant Crown land more accessible to those who wish to build houses, and that Wanchai and Shaukiwan Bays should be reclaimed—would, if carried out, make their influence felt beneficially in all grades of our society, for it must not be supposed

that the question is one affecting the Chinese only. The Germans have disappeared from our midst; some 800 men have left the Colony for active service; yet house-rents are as high as, if not higher than, they ever were. Upon the higher levels, indeed, it is difficult to secure a house at all. As soon as one becomes vacant there are a crowd of eager applicants for it, and the rentals, considering the accommodation and the conveniences offered, can only be described as exorbitant. From the middle and lower levels, which they formerly occupied, Europeans are steadily being evicted. In many cases their houses have been sold over their heads to Asiatics who can afford to pay fancy prices, and, in others, they find it impossible to remain under the changed conditions. There is nothing to be said from a commercial point of view against such transactions; they are perfectly legitimate, and it would, be unwise, perhaps, to endeavour to prevent them; but, in present circumstances, they often entail considerable hardship, and there is no reason why efforts should not be made to afford relief in other directions. The Government have already recognised the difficulty in so far as Civil Servants are concerned, and have adopted the very simple, if unsatisfactory, expedient of meeting it by a generous system of rent allowances. The scale upon which these allowances are granted proves conclusively that, in the official view, the rent which the man of moderate means is obliged to pay in Hongkong at the present time in order to secure reasonable accommodation is grotesquely out of proportion to the salary he receives. No one will dispute this, but the Government's make-shift arrangement has only served to accentuate the troubles of the other members of the European community, and it is time the problem was approached from a broader point of view. A little more imagination and energy are needed. It is of no use waiting until the war is over. It is necessary to prepare now for the very considerable influx of Europeans that may reasonably be anticipated when peace is declared. We do not advocate the expenditure of large sums of money for the purpose of adding to the amenities of life of the well-to-do, but we do urge the necessity for some practical, wisely-conceived policy, upon the lines sketched by Mr. Bowley after a quarter of a century's experience of the Colony, which shall place a decent home within the reach of the man of moderate means and provide room for the certain expansion in the near future of both the European and Chinese populations.

The next meeting of the General Military Service Tribunal will be held on Monday at 3.30 p.m.

There will be a meeting of the members of St. Andrew's Society at the City Hall to-day at 5.30 p.m.

Two cases (2 deaths) of bubonic plague and one case (one death) of enteric fever, were notified in the Colony on Friday.

Capt. Lammert's son Edwin, who went to the front with the London Scottish in 1914, and subsequently, after suffering from shell shock, accepted a commission in the Labour Corps, has now been invalided out of the Army.

The Rev. J. Campbell Gibson, M.D., D.D., ex-Moderator of the Presbyterian Church of England, will be the preacher at the morning service at Union Church on Sunday, and the Rev. G. D. Thomson, F.R.G.S., will preach at the evening service.

The name of Sir Matthew Arthur, Bart., of Carlung, the Chairman of Messrs. Arthur & Co., Ltd., appears in the recent list of Birthday Honours as having been created a Baron. Messrs. Arthur & Co., Ltd., have had a branch in Hongkong for the past 50 years, and for the past 22 years have been represented here by Mr. Alex. Mackenzie.

OPIUM AND BRIBERY.

CHINESE FINED \$4,000 AND COMMITTED FOR TRIAL.

At the Hongkong Magistracy, yesterday, before Mr. G. D. C. Wolfe, a Chinese was charged with being in unlawful possession of 38 taels of opium, and also with offering a bribe of \$50 to an Indian constable for his freedom.

Mr. G. Haywood appeared for defendant.

After hearing evidence Mr. Wolfe fined defendant \$4,000 on the first charge, with the alternative of eight months' hard labour, and committed him for trial at the next Criminal Sessions on the second charge.

SUPREME COURT.

INTERESTING SHIPPING CASE.

A COLLISION AT HAVRE.

In the Supreme Court, yesterday morning, before the Chief Justice, Sir William Rees Davies, K.C., a motion to set aside a writ of summons was heard in a case to which The Ecksie Steamship Company, Ltd., owners of the s.s. *Competitor*, sued the Mexico Steamship Company, owners of the s.s. *Merich City*, for \$7,201 0s. 9d. for damages caused by a collision which took place between the two vessels whilst the s.s. *Competitor* was moored alongside a quay at Havre, France, on February 13th, 1918.

Mr. H. E. Pollock, K.C., instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes & Master, appeared on behalf of the plaintiff, and Mr. Eldon Potter, instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson & Grist, appeared on behalf of the defendants.

Mr. Potter, on behalf of the defendants, submitted that under the provisions of Section 3 of the Maritime Conventions Act, 1911, the action was not maintainable, and he asked, therefore, that the writ of summons should be set aside. Mr. Potter argued that the plaintiffs did not take proceedings in England (if they could have taken proceedings). That prejudiced the defendants and put them in a position in which it was practically impossible for them to get any evidence as to the collision. The owners of the ship were resident in Hongkong, but the collision took place at Havre. The defendants' ship was a requisitioned ship, and was taken out of their hands. They were here at one side of the world and there was a collision at the other side of the world. It was entirely out of the defendants' power to get witnesses, as they were servants of the Admiralty. The two years during which the plaintiffs were entitled under the Act to take proceedings had expired, and he submitted that the defendants' case was so prejudiced that, in the circumstances, his Lordship could not exercise his discretion to extend the time.

Mr. Pollock said that the position he took up was that the defendants in this case were virtually estopped from taking up the position which they now sought to take up, which was that they were under no liability at all. He would show his Lordship that there was the clearest admission on the part of the defendants, and it appeared that they were not acting on their own account, but also with the assent of certain insurance companies. There was the clearest possible admission, in writing, that the *Merich City* was liable to pay damages for the collision with the *Competitor*. The question in dispute between the parties was how much damage was done.

The hearing was adjourned until to-day.

ST. GEORGE'S SOCIETY OF HONGKONG.

ALLOCATION OF THE FUNDS.

The following remittances have been made to London, through the Local War Charities Committee, on account of the funds raised as a result of last St. George's Day celebration and War Bond Drawing:—

Prisoners-of-War Fund	2,650
King George's Fund for Sailors	5,000
British Red Cross Society	4,500
British Red Cross Society (for two Ambulances)	1,300
Drifters of the Dover Patrol	2,000
Montenegrin Red Cross Fund	1,500
St. Dunstan's Hostel for Blind Soldiers and Sailors	1,500
French Red Cross Fund	1,500
Y.M.C.A. Huts	1,200
Officers' Families Fund	1,000
R.F.C. Hospital	1,000
Dr. Barnardo's Homes	1,000
Lord Roberts' Memorial Workshop	1,000
Blue Cross Fund	1,000
	\$31,300

Final accounts cannot be made up yet, but it is hoped that a further \$500 will be available for distribution in due course.

FRIVOLITY PUNISHED IN GERMANY.

An American artist named Schaeffer, his wife, and two Germans have been sentenced to six weeks' imprisonment at Munich for "frivolity" in holding a fancy dress ball during the first days of the offensive in the West.

COLLAPSE OF RICE GODOWN.

THE DEATH OF TWO MEN.

CORONER'S ENQUIRY.

At the Magistracy, yesterday, Mr. E. D. C. Wolfe, in his capacity as Coroner, held an inquiry into the circumstances surrounding the death of two Chinese males who were buried in the wreckage of a rice godown in Des Vaux Road on July 31st last.

The following were the jury:—Messrs. D. M. Ross, E. M. da Rocha and G. Petzel.

Mr. W. B. Hind appeared for the China Hong Ling Co. and the tenants of the Yip Hing Hong.

Dr. Macfarlane, the medical officer in charge of the Victoria Mortuary, gave evidence of his post-mortem examination and said the condition of the bodies was such that they must have been crushed by a huge weight falling on them. In each case many ribs were broken.

Mr. Wright, the Building Authority, said the collapse of the godown, which was a two-storied building, was caused by the support in the centre failing. The plans of the building were submitted in 1899 and the construction completed in 1902. The godown was built of brick walls; there were steel stanchions which supported strong wooden joists. The roof was supported by the walls. He found that a very large number of bags were piled up on the first floor. The collapse was caused by too much rice being stored on the top. Judging by the number of sacks, he thought the weight on the girders was unreasonable.

The Coroner—How would a merchant who wishes to store know what is a reasonable weight? The only thing he could do would be to take expert opinion.

The Coroner—How could a man reasonably judge? A merchant would naturally store as much as he can, in the godown. The only way is to get expert opinion.

That is, you would not be prepared to say that the tenant would be guilty of gross negligence—that he did not care whether an accident might happen? Oh, no.

Lau Yuk Wan, the secretary of the China Hong Ling Insurance Company, said his company purchased these premises in June, 1914, from Chau Yan and they had been used as a godown ever since. They were let to Yik Hing Ho on a monthly tenancy.

Mr. Hind—Have you at any time had reason to suspect that the premises were not strong enough for the storing of goods?—No.

The Coroner—Did you lay down any rule as to how much should be stored in the godown?—No. I laid down no rules as to how much could be stored.

As far as you were concerned were you satisfied that the building was strong enough to be packed to its utmost capacity? I take it that there was no ceiling?—As there had been no accident before this, we had no reason to suspect that there was anything wrong with the premises.

Mr. Wright recalled, said that, apart from the stanchions there was nothing to make the owner or tenant conclude that it was unsafe.

Mr. Hind—What would make any tenant know that the stanchions were not heavy enough?—From the size of the stanchions and their proportion. They were 22 feet long by 8 inches by 6 inches, in square girders.

Would that not come under the notice of the P.W.D.?—The plans would not be passed under the present conditions. I certainly would not pass them. The Building Ordinance came into force in 1903. I do not think my predecessor had any power.

The Coroner (to Mr. Hind)—Mr. Wright's evidence shows that the girders were weak and the collapse was caused by overstocking. The question is how much was stocked and how it was stocked. What evidence do you wish to call as to the loading?

Ying Pakuo, manager of Seng Fat, a rice-shop, said he rented the back portion of the first floor, which collapsed. About 4,000 bags of rice were stored there at the time. It was not full then. On the 21st July about 1,000 bags were taken out from the godown for delivery. He could not say how many coolies were employed. Then 300 bags were brought in and these were stored in a separate place. The collapse occurred after the 300 bags were stacked. The 4,000 bags were stored about a month ago.

The jury found that the two Chinese met their deaths as a result of misadventure and that there was no criminal negligence on the part of any one.

THE WAR.

GERMANS CAPTURE BRITISH TRENCHES.

BATTLE BETWEEN BLUE HEAVIES AND RED GUARDS.

FEARFUL REVENGE EXACTED.

ZEPPELINS APPROACH EAST COAST AIRSHIP BROUGHT DOWN.

GERMAN SUBMARINE ACTIVITY. NUMEROUS VESSELS SUNK.

Franco-Belgian Front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT. ENEMY ATTEMPT REPULSED.

LONDON, August 6th. 1.15 p.m.

Field-Marshal Sir Douglas Haig reports:—Our counter-attack, repulsed an attempted capture of a post north-eastward of Meris.

We took a few prisoners and machine-guns at night in the Nieppe Forest sector. There was active hostile gas-shelling northward of Villers-Bretonneux.

The enemy's artillery were also active at Bucquoy and northward of Bethune.

ENEMY CAPTURES ADVANCED TRENCH-LINES.

LONDON, August 6th. 11.30 p.m.

Field-Marshal Sir Douglas Haig reports: The enemy launched a strong local attack by a reserve division southward of Morlancourt, astride the Bray-Corbis road, capturing our advanced trench-lines on the portion of ground we gained on the night of July 28th. Local fighting continues.

We further advanced our posts in the Lecaut Wood sector on a 2,000 yards' front. There was no air fighting yesterday.

GERMAN VERSION.

LONDON, August 6th. 11.30 p.m.

A wireless German official report states:—The Wurtembergers stormed the forward-most English lines astride the Bray-Corbis road and captured 100 prisoners.

EARLIER CABLES.

AERIAL ACTIVITIES.

LONDON, August 6th. 12.35 a.m.

The weather hampered operations on the 4th inst. We dropped six-and-a-half tons of bombs in the daytime.

We brought down six hostile machines. Night flying was impossible.

SIGNS OF SLIGHT ENEMY WITHDRAWAL AT LA BASSEE.

LONDON, August 6th. 5.50 p.m.

Reuter's Correspondent at British Headquarters, telegraphing to-day, states: Our patrols were very active in and around Albert and maintain close touch with the enemy.

The Germans are holding in considerable strength possible crossings of the Ancre in Albert.

The Germans are probably experiencing difficulties in the La Bassee sector, owing to the heavy rains. Yesterday signs of a slight withdrawal of half-a-mile north of La Bassee Canal were noticed, and we quickly pushed our patrols into what had been enemy positions.

There was much hostile shelling in this area throughout the day, which suggested that something was going on.

Rumours of increasing despondency in the enemy's regiments and stories of soldiers refusing to go into the trenches are being circulated.

GERMANY "CRUMBLING TO PIECES."

A letter written by a member of a German trench-mortar company on July 21st has come into our possession, which reads: "You will be back in the thick of the mess. Shirk as much as you can. Don't be stupid. We are risking our lives for the 'big-wigs'. Our regiment is nearly wiped out, but we have not pushed very far. This is becoming the greatest massacre that ever was. Germany seems to be slowly crumbling to pieces."

EBBING GERMAN MORALE VERY REAL.

LONDON, August 6th. 11.50 p.m.

Reuter's Correspondent at British Headquarters, telegraphing this evening states:—The new situation in the Aisne area is at present settled down. The enemy front line across the Ancre now skirts the high ground north of Dernancourt, thence eastwards to Menuste, so that his two sides face one another across a wide deep valley, with open observation, rendering infantry operations difficult and costly.

The ebbing German morale under the influence of recent events is very real and is widespread among the rank and file.

The High Command is paying the penalty for concealment and misrepresentation. Prisoners are unanimous in discrediting the statements of Ludendorff, and they generally agree that 60,000 prisoners and 800 guns have been captured since July 12th.

LATEST CABLES.

FRENCH FRONT.

THE GERMAN POSITION ON THE VESLE.

LONDON, August 6th. 1.32 p.m.

French experts emphasise the badness of the Germans' position on the plateau with the Vesle in front of them and Aisne behind, and exposed to French fire from all points and often enfiladed, while all four crossings on the Aisne between Fismes and Rheims, namely, Villers, Maizi, Pontavert, and Berryauzac, are under the fire of the French guns and from aeroplanes.

The opinion is expressed that the enemy is preparing an offensive in order to relieve the Allied pressure.

FRENCH REACH THE AVRE.

PARIS, August 6th.

A communiqué states:—North of Montdidier we reached the Avre between Bruchas and Morisel.

An enemy *camp-de-main* south-east of Montdidier broke down completely. We took prisoners.

On the Vesle front we maintained our elements at several points on the north bank of the river, despite all enemy attempts to throw us back.

ARTILLERY ACTIVITY.

PARIS, August 6th.

A communiqué states:—There was artillery activity east of Soissons and on the Vesle.

ENGLISH AND SCOTTISH TROOPS EULOGISED.

PARIS, August 6th.

General Mangin, in a most inspiring Order of the Day, warmly eulogises the English and Scottish troops engaged in the Marne battle, especially at the storming of the Ourcq and the Aisne water-ashed. He says they arrived when the battle was fiercest, but, in conjunction with the French, they fought a superior number of the enemy's best divisions foot to foot, notwithstanding bitter counter-attacks. He declares the British troops were responsible in a large measure for the victory gained.

BOMBARDMENT OF PARIS RESUMED.

PARIS, August 6th.

The long-range bombardment of Paris was resumed this morning.

It is noteworthy that the long-range bombardment of Paris had been suspended since July 15th.

LATER.

The long-range bombardment continues.

GERMAN REPORT.

LONDON, August 6th. 11.30 p.m.

A wireless German official report states:—The enemy strongly attacked in the Vesle section, on both sides of Brainses. We ejected him from small sections of the wood on the north bank into which he had penetrated. We captured several hundred prisoners.

EARLIER CABLES.

AMERICANS NEARING INTENSELY SIGNIFICANT DECISION.

LONDON, August 6th. 11.30 p.m.

Reuter's Correspondent at American Headquarters, telegraphing this afternoon, states:—The last two days we have been steeled by a fresh show of resistance by the enemy, also by the necessity of getting implements of battle again in their proper places.

The German retirement has been conducted most skillfully. Not a man or gun as been used to delay the advance more than was absolutely necessary. The enemy nowhere got so far away as to feel free from precaution, though we continue to see but a dwindling proportion of his rearguard.

The pursuers discovered defensive positions indicating the German intention to hold an intermediate line south of the Vesle.

The enemy continues to offer a bitter resistance between Fismes and Rheims, which is very difficult country in which to advance.

We are nearing a decision of intense significance to the future, and the next few days will be occupied in preparing for it.

ENEMY SHORTENS HIS FRONT ON THE AVRE.

LONDON, August 6th. 2.50 a.m.

Reuter's Correspondent at French Headquarters, telegraphing at seven o'clock last evening, stated:—Our patrols keep contact with the enemy retreating from positions on the left of the Avre.

The object of the German move seems to be to straighten the arc which the enemy line has made across the Avre, possibly in pursuance of a general policy of shortening the front and economising men, as in the withdrawal on the Ancre, but it is probable also the enemy found his positions on the banks of the Avre too costly to hold since the French attack which captured the line of heights on the left bank overlooking valley and 1,800 prisoners.

HEAVY ENEMY ARTILLERY FIRE.

PARIS, August 6th.

Reuter's Correspondent at French Headquarters, telegraphing this afternoon, states:—The enemy's artillery fire is very heavy along the whole line of the Vesle, and the Germans are opposing with a very vigorous resistance. Nevertheless, French patrols crossed the river at several points between Sermoise and Fismes, where the Americans crossed, and between Fismes and Muizon.

The Germans on the north bank are abundantly supplied with machine-guns, and their aviators are machine-gunning our troops.

Between Muizon and Rheims, where we are firmly established on the south bank, there has been very hard fighting.

A HOT ENCOUNTER.

A hot encounter occurred, notably at Yantes Farm, near Muizon, for the passage of the river. After it had been captured the Germans sent across two detachments to retake it, both of which were repulsed after a severe fight.

West of Brainses the enemy stubbornly resisted our passage of the river Avre.

The French occupied the whole line of wooded hills overlooking the steep river valley from Bruchas to Menil St. Georges.

Hard fighting is in progress at Hargicourt, on the left bank, where the Germans are holding the railway station. The enemy is still in Morisel.

VESLE FRONT UNCHANGED.

PARIS, August 6th.

A communiqué states:—The whole of the Vesle front situation is unchanged. There were local actions by our light elements at enemy posts on the northern bank. Quiet prevailed elsewhere.

NOTHING SPECIAL TO REPORT.

PARIS, August 6th.

A communiqué states:—There is nothing special to report. Our light units which crossed the Vesle everywhere encountered resistance from the enemy.

Aerial Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

FRENCH "ACE'S" TOTAL.

PARIS, August 6th.

Lieutenant Fonck has now brought down 90 enemy aeroplanes, of which 38 are officially recognised.

EARLIER CABLES.

AIRSHIPS RAID ENGLAND.

LONDON, August 6th.

The Press Bureau announces:—Hostile airships approached the East Anglian coast at 9.30 on Monday night, but they did not penetrate far inland.

LATEST CABLES.

AIRSHIP BROUGHT DOWN.

LONDON, August 6th.

The Admiralty announce that five enemy airships which attempted to cross the coast last night were attacked at sea by Air Force contingents working with the Navy.

Three airships were engaged. One was shot down in flames, 40 miles from the coast, and another was damaged, but probably succeeded in reaching its base.

THOUSANDS OF VISITORS WATCH ZEPPELINS.

LATER.

Thousands of visitors to an East Coast resort saw the Zeppelins on the skyline and the fleet of aeroplanes ascending, upon which the airships turned northwards and endeavoured to evade their pursuers in smoke clouds.

An hour later the raiders' gunfire was heard nearly a hundred miles from where the chase began, and a great flame was observed out at sea.

It had been reported for some time that Germany was designing more powerful Zeppelins, capable of reaching greater altitudes, but it is believed that aeroplanes can climb higher than the Zeppelins, which, therefore, need favouring winds if they hope to escape.

Naval Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRAZILIAN STEAMER SUBMARINED.

MADRID, August 6th.

The Captain and 17 of the crew of the Brazilian steamer *Maceio*, formerly German, which was submarined, were landed at Corubion.

Two rafts with 44 men are missing.

EARLIER CABLES.

BRITISH AMBULANCE TRANSPORT SUNK.

OVER ONE HUNDRED MISSING.

LONDON, August 6th.

The Admiralty announce:—The home-bound ambulance transport *Warilda* was torpedoed and sunk on August 3rd. One hundred and twenty-three persons are missing, including seven of the crew.

A HARROWING DISASTER.

The torpedoing of the *Warilda* is one of the most harrowing disasters of submarine warfare. The vessel carried 600 sick and wounded. Over 65 survivors were brought to a British port last evening.

The majority, clad in their night-clothes, suffered from exposure.

All accounts agree that a torpedo sank the ship. Escorting destroyers dropped depth bombs.

The *Warilda* was returning from France, and was a few miles from the English coast at about 1.30 a.m. when torpedoed. The night was dark, a stiff breeze was blowing, and there was a choppy sea.

The torpedo struck the engine-room, killing some engineers, and plunging the ship in darkness. Immediately above was the ward-room with over 100 patients, most of whom the explosion killed outright, and the others were trapped and drowned, as this part of the ship quickly settled down in the water.

MORALE OF WOUNDED "TOO FINE FOR WORDS."

The survivors relate that there were most fearful struggles in the darkness in the effort to rescue the helpless casualties.

The *Warilda* floated for over two hours and remained steaming, thus impeding efforts at rescue, as the engines could not be stopped. Three or four boats were smashed while being lowered, the occupants being flung into the sea.

Soldiers and nurses testify to the heroic efforts of the ship's officers and crew in the very difficult task of rescuing and transferring the casualties to the escorting destroyers in the rough sea. The morale of the wounded lying on deck waiting transference to the destroyers is described as "too fine for words."

One boat containing six women and wounded was upset, but subsequently three women and most of the wounded were picked up.

NO GERMANS ON BOARD.

It is significant that this is the first occasion in two years that the *Warilda* was crossing from France without German wounded prisoners.

The *Warilda* finally settled down with her stern out of the water, the sea reaching the boilers, which blew up in a terrific column of fire and water.

MRS. VIOLET LONG DROWNED.

LONDON, August 6th.

Mrs. Violet Long, Deputy Chief Controller of the W.A.A.C., who was drowned, was an occupant of one of the capsized lifeboats. When in the sea she got entangled with the ropes. Her orderly held her up by her hair for a time until the others came to the rescue, but Mrs. Long suddenly collapsed and sank.

The Captain was drowned through returning to the ship for his papers. He was seen struggling in the water, and the First Officer endeavoured to rescue him, but without avail.

STORIES OF THE "MYSTERY SHIPS."

LIFTING THE VEIL.

LONDON, August 6th.

The *Times*, supplementing the information concerning the "mystery ships" given in a recent speech by Sir Eric Geddes, mentions, incidentally, that several officers, notably Gordon Campbell, V.C., were decorated for services on these vessels.

The paper says that probably the first mention of the "mystery ships" was in connection with the *Burton*, described at the time as an auxiliary cruiser, whose sinking of a U-boat on August 1st, 1915, led to correspondence with the German Government and a German Press campaign about the "treachery" of British seamen, which campaign suddenly ceased at the beginning of 1917. It is now permissible to tell the public more in connection with this subject, particularly as the Germans have yet to discover what has replaced this kind of warfare.

A FIERY HAYSTACK.

Much ingenuity has been displayed by the commanders of the "mystery ships" and others in devising plans for the destruction of submarines. For instance, a retired Admiral, commanding one as a Naval Reserve captain, placed a haystack aboard his vessel, an ancient-looking craft. When duly summoned to surrender he complied and slung out the boats. Then the submarine received a broadside from the "haystack."

TOO SURE OF ITS PREY.

Again, a battered tramp was limping through the North Sea when a submarine ordered the crew to abandon ship. The submarine was so sure of its prey that the bombs with which it was intended to sink the tramp were brought up and placed around the base of the conning-tower. It only required a shell or two to touch off the bombs and blow the submarine out of the water.

WHAT A BABY!

Still more ingenious was the "baby" ruse. On this occasion, when the ship was ordered to surrender to the accompaniment of a few shells, the boats were lowered and pulled off, leaving aboard only a woman who, with a baby in her arms, ran shrieking up and down the deck. To the enquiries of the Germans the answer was given that the captain had been killed and his wife had gone mad and refused to leave the ship, upon which the submarine drew alongside. The woman rushed up to the side, hurled the baby into the open hatch of the conning-tower and threw herself overboard—from the opposite side. The "baby" blew the bottom out of the submarine. The "woman" in due course appeared at Buckingham Palace and received the Victoria Cross.

TWO BRITISH DESTROYERS SUNK.

LONDON, August 6th.

Two British destroyers were mined and sunk on August 2nd.

Ninety-seven of the crews are missing.

AMERICAN TANK STEAMER SUBMARINED.

WASHINGTON, August 6th.

A German submarine sank an American tank steamer 100 miles off the Virginia coast.

Thirty survivors have been landed.

AMERICAN SCHOONERS SUBMARINED.

HALIFAX, August 6th.

Three American schooners have been submarined off Sea Island, Yarmouth. The crews were rescued. A Canadian schooner was submarined in the Bay of Fundy.

SUBMARINE COMMANDER'S CLAIM.

LONDON, August 6th.

A submarine commander has claimed that he laid a mine which sank the United States cruiser *San Diego*.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GERMANY'S TASK IN 1918.

AMSTERDAM, August 6th.

The Minister of War in the Bavarian Diet, referring to the steppage of the fifth year of the war was to evoke a united persevering will among the German people to enable them to bear the heaviest sacrifices till peace was obtained. Therefore, disseminators of wild rumours regarding the army leaders and the food situation must be ruthlessly punished.

PRIME MINISTER'S MESSAGE.

LONDON, August 6th.

Mr. Lloyd George's message was read at every theatre, music hall, cinema and public meeting at nine o'clock last evening. It was received with loud cheering, and the singing of the National Anthem.

ALLIED FORCES LAND AT ARCHANGEL.

LONDON, August 6th.

The Press Bureau announce:—Allied naval and military forces on August 2nd, were on the active co-operation of the Russian population, landed at Archangel. Their immediate object was their arrival with general enthusiasm.

BRITISH OFFICERS ESCAPE FROM PRISONERS' CAMP.

AMSTERDAM, August 6th.

Twenty-nine British officers have escaped from Holzminnen Camp in Hanover. A high reward has been offered for their arrest.

A German newspaper states that one officer who was recaptured revealed that they had escaped by means of a subterranean passage at which the prisoners had worked for nine months.

INDIA'S WAR CONTRIBUTION.

LONDON, August 6th.

In the House of Commons, Mr. E. Montagu said that this year 500,000 combatants had been raised in India, besides numerous non-combatants. In June the figures had reached a record of 50,000. It was remarkable that the provinces which hitherto had provided none or only a few recruits were now supplying their quota. Mr. Montagu emphasised that Indian troops were playing the chief part in Mesopotamia, Palestine, and East Africa.

REQUISITIONED DUTCH SHIPS.

IMPROVED ALLIED TERMS.

THE HAGUE, August 6th.

The British and American Ministers have notified the Foreign Minister offering improved terms in respect of requisitioned vessels lost. The valuation per gross ton, ranging from £15 for ships under 10 years old to £22 10s. under 39 years. Where the owners prefer replacement the Governments will pay 10 per cent. interest on the value from the date of loss until replacement. The Governments will replace tramps in a year and liners in 18 months after peace is concluded.

TREASON TRIAL IN FRANCE.

PARIS, August 7th.

M. Malvy, the ex-Minister who was indicted for having communicated diplomatic secrets to the enemy, has been acquitted on the major charges, but has been found guilty of a misdemeanour.

THE SENTENCE.

LATER.

M. Malvy has been banished from France for 5 years, but without civil degradation.

THE SILVER MARKET.

LONDON, August 6th.

The silver market is quiet.

EARLIER CABLES.

LENIN AND TROTSKY STRONGLY GUARDED.

AMSTERDAM, August 6th.

A message from Moscow states that, owing to the discovery of a plot against them, MM. Lenin and Trotsky are strongly guarded whenever they appear in public.

(Continued in Page 2.)

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THE WAR.

(Continued from Page 5.)

General.

LATEST CABLES.

(THROUGH BUTTER'S AGENCY.)

RUSSIAN AFFAIRS.
RUSSO-FINNISH PEACE.

LONDON, August 6th.

It is reported from Amsterdam that Russo-Finnish peace negotiations have opened at Berlin.

WHO OWNS MURMAN?

AMSTERDAM, August 6th.

A message from Berlin states that the Delegates of Russia and Finland, have arrived at the invitation of the German Government to conclude a Peace Treaty. This, incidentally, will decide whether Russia or Finland owns Murman.

VICTORY FOR SOVIET TROOPS.

AMSTERDAM, August 5th.

A telegram from Petrograd states that Berlin claims that the Soviet troops were victorious at Jaroslavl, after a severe battle, in which 3,000 counter-revolutionaries were drowned in fleeing across the Volga.

A big battle is proceeding between the Red Guards and Czech-Slovaks north of Ufa.

BLOODIEST BATTLE OF CIVIL WAR.

AMSTERDAM, August 6th.

The *Rheinische Zeitung* states that the fighting at Jaroslavl, which ended in favour of the Bolsheviks, was one of the bloodiest battles of the entire civil war. It lasted 15 days, and Jaroslavl changed hands frequently. During the Social-Revolutionaries' occupation hundreds of Bolsheviks were executed. Subsequently the Red Guards exacted a fearful revenge and slaughtered over 300, including two Generals.

DR. HELFFERICH'S APPOINTMENT.

AMSTERDAM, August 5th.

The *Frankfurter Zeitung's* correspondent at Moscow states that Dr. Helfferich's appointment is connected with German efforts to secure a rupture between the Soviet Government and the *Entente*.

SINews OF CIVIL WAR.

AMSTERDAM, August 6th.

A message from Moscow via Berlin states that the 'Council of the People's Commissaries' have voted 300,000,000 roubles for the operations against the Czech-Slovaks.

COUNTER-REVOLUTIONARY PLOT DISCOVERED.

A counter-revolutionary plot has been discovered at Volodga. Forty officers have been arrested.

M. TROTSKY ARRIVES AT PETROGRAD.

M. Trotsky has arrived at Petrograd.

CHOLERA INCREASING AT MOSCOW.

Cholera at Moscow is increasing.

VON RICHHORN'S SUCCESSOR.

Count Kirchbach, successor to the late von Richhorn, has arrived at Kieff.

EARLIER CABLES.

(THROUGH BUTTER'S AGENCY.)

PEACE PROPOSALS?

LONDON, August 6th.

In the House of Commons, replying to Mr. H. E. Lees-Smith, Mr. Balfour stated that nobody authorised to act on behalf of any enemy Power had recently made peace proposals or suggestions to the Government. The Government had received no communication from the Allies that such proposals had been submitted to them.

UNITED STATES' ARMY BILL.

WASHINGTON, August 6th.

Mr. Baker's Army Bill, extending the selective draft to men between 18 and 45, has been introduced to Congress and referred to the Military Committee. It is hoped the bill will pass by September 1st.

The figures prepared by Mr. Baker show that 2,398,000 men are affected, in addition to the men between 21 and 31 for the drafts under the present law.

(THROUGH HAYAS AGENCY.)

THE SITUATION IN SIBERIA.

THE JAPANESE DECLARATION.

LONDON, August 5th.

The French Press comments sympathetically upon the Japanese declaration as being full of dignity and within her compass. The declaration sums up in the most clear and precise terms the principles which prompt the *Entente's* policy regarding Russia.

(THROUGH BUTTER'S AGENCY.)

FAMINE-STRIKEN DISTRICTS.

VLADIVOSTOK, August 5th.

The food situation in the eastern parts of West Siberia is a serious factor in the military position, the importation of large supplies being essential in order to relieve the famine-stricken Irkutsk and Yenisei districts.

PRO-ALLY CO-OPERATION LIKELY.

HARBIN, August 5th.

Five hundred Bolsheviks are now at Manchuria Station. The Chinese are not resisting, but co-operation between the various pro-Allied forces is likely.

AMERICA AT WAR.

AEROPLANE PROBLEM.

THE NEW "LIBERTY" MOTOR.

(FROM WILL IRWIN.)

WASHINGTON, June 1st.

In my last despatch I explained the American problem regarding aeroplane motors. It was this: We Americans are wonderful producers of low or medium quality goods in great quantity. We are correspondingly poor producers of high quality goods. That is because we lack the highly-trained mechanics of Europe. We are great with machines; we are poor with our hands. Now, an aeroplane motor, as hitherto conceived, must be a triumph of fine workmanship, or it is nothing at all. A second-class motor on a fighting machine simply means death for the pilot. Yet America could not produce on the European standard of quality for the simple lack of expert hands. It paid better to take the long chance, and let the European Allies hold the air line while we put our native genius into machinery to work at devising a machine-made motor. In perfect agreement with experts of our Allies we took the chance, and just when the outlook appeared darkest to Europe when the opposition Congressmen and volunteer investigators were proclaiming our failure, we won.

The whole story cannot yet be told. Our motor-car engineers accustomed to turn out engines for the use of cars, machines, begun the job with a blithe confidence, which turned almost to panic when they discovered how hard it really was. The difference between an automobile engine and an aeroplane engine is only a matter of detail, said an American engineer when the job was new. He discovered, as did others, that some of the details looked up like mountains. For example, the average car engine runs with its throttle wide open only about 1 per cent. of the time; the aeroplane engine runs with its throttle wide open all the time. Again and again when the model looked just about right, it had to be abandoned because it "burned." Aeroplane production, both in the Allied and the enemy countries, had not been standing still. Improvements must be incorporated as the work went along. A promising model was rejected because it was not well balanced, and so it went—ways on the verge of perfection and never attaining it.

THE "SCOUT" MACHINE.

A decision taken early in this year helped greatly. The "Liberty" motor, as originally conceived, was to accommodate all types of aeroplanes, from the school machine to the scout. The experts and the army finally determined to abandon the scout, to present the greatest difficulties. That was such a concession to incompetence as it may seem. In the latter part of 1916 and during most of 1917 the scout was the king of the air. By last winter it was beginning to lose its supremacy. But even if the scout recovered its old position the *Entente* Allies with the work of making engines for the other six types of fighting machines taken off their hands, could turn their attention to the scout engine, manufacturing them in such a quantity as to smother Germany. This made it all the simpler. On the date chosen in the original agreement for the United States to begin quantity production, we could have gone ahead with the continuous manufacture of a very satisfactory engine, as demands go at present. But that was not good enough. For one thing, it did not have a sufficient margin of safety over the best Germany could do. In other words, it did not allow for improvements on the other side of the line. For once the type was adopted—such is the limitation of machine production—there could be no improvement without scrapping ton on ton of expensive and delicate machinery.

We asked for a little more time and got it. We improved still more, and finally the word came, "Go ahead." The scout set a million wheels turning. For all this time, under the direction of the Designing Board, machinery was being manufactured, tuned up, co-ordinated in continuous processes. A little later, but in great quantity, "Liberty" motors began to pour out from several great factories into freight cars and into the holds of Trans-Atlantic carriers—some of them "continuous process" ships newly assembled in American yards. The Ford plant has already manufactured a considerable number. Mr. Ford says that within a very short time his regular output will be a hundred a day, and his is not by any means the only plant at work on the design. Some of these have reached Europe, while the rest are in process of shipment. Naturally I cannot give full details.

BETTER THAN THE GERMANS.

"Better than anything Germany has," was the motto that has been achieved. The "Liberty" motor develops greater horsepower than any German engine. The reconnaissance, bombing, and battle planes equipped with it have at least a high speed as the German machines of corresponding type. They are far better climbers, and they are probably more durable, though that is a matter for us to settle. Last week David Lawrence, the reliable correspondent of the *New York Evening Post*, was permitted to say he had just ridden in a two-seater, battle-plane equipped with a "Liberty" motor. I am sending this cable from Washington to New York for transmission to London by aeroplane post, and its carrier will be driven by a "Liberty" motor. That post is a week old now, and its smooth running is a tribute to the reliability of the new engine. Curiously enough, the general production of aeroplanes lingers behind that of the motors; here the middle was the thickest. We shall doubtless move; but keep up our arms and now that we have got going, but our surplus for our Allies will come for time yet in the item of "Liberty" motors rather than in that of complete planes. That will be corrected eventually, but I am dealing here with performance, not prophecy.

The final benefit of this standardized motor must be obvious by now to all Englishmen, but I state it here to make the record complete. The air forces of the

(Continued at foot of next Column.)

AUSTRIA AS VASSAL.

CYNICAL ADMISSIONS.

Germany's aims in the negotiations with Austria-Hungary, and her ambitious plans regarding the formation of a Central European bloc, are to be found in a long statement which Herr von Payer, the Imperial Vice-Chancellor, made to a correspondent of the *Vienna Neue Freie Presse*. In the course of this statement, Herr von Payer said:—

The present form of the alliance is inadequate. In view of the fact that vital questions for Germany and Austria-Hungary are involved, the duration of the alliance must not continually depend on the state of feeling at the lapse, from time to time, of treaties of short duration. The union must become so intimate that all idea of separation would be almost impossible, whether the treaty be concluded in accordance with the traditional formula for all time or for a long series of years. The centre of gravity of the alliance must now be sought in economic union. After explaining why he thought such a union offered bright prospects, the Vice-Chancellor said:—

All these advantages would be increased if in some way Poland and the northern border States were economically joined to the allied empire. The advantages would also be enhanced enormously if, although not perhaps in such a close degree, Roumania, Bulgaria, and perhaps Turkey also participated in the negotiations. All must finally become a great united region of intercourse, with uniform interests.

Hand in hand with the gradual disappearance of Customs frontiers must go the unification or far-reaching rapprochement of economic legislation, especially regarding trade and industry and tariffs and the care of labour. Certain forms of indirect taxation must be similarly outlined. Railways, waterways, and other means of communication must in all directions be made serviceable to common interests. Such co-operation between us, however, is only thinkable with the maintenance of the political independence of the empires concerned. In the very nature of the case, mutual consideration for foreign questions of foreign policy is required. Political co-operation must be supported by an understanding on military questions. If the States are bound together by a treaty of protection, they must also bear proportionately the burdens of this protection, and all will then have identical interests in the simplification, and the appropriate extension of military institutions. The experiences of the present war show what a similar training, armament, equipment, and supply system means in facilitating the conduct of war, and what difficulties their absence entails. The military authorities will gladly come to an understanding regarding what may be necessary in detail in this domain. It would, indeed, be fine if a general world disarmament could be arrived at with peace. Let us take a stand for the present, however, on facts, and make the alliance complete.

Once Germany and Austria-Hungary are economically and politically united as regards the outside world, who in the world would have the courage, either alone or with others, to run against this bloc, especially when the war preparations of the Allied Empire are such, when France is weakened in such a degree, when Tsarist Russia can be neither a menace for its enemies nor a protection for the political States which play the rôle of perpetual disturbers of the peace and intrigues, when the northern border States are military followers of Germany, when Poland is allied to the Central Powers, when neither the starvation of the Central Powers nor dissension between them can any longer be counted on? The peace of Europe will then rest in the hands of United Germany and Austria-Hungary, and there it will be in good hands. With every political and economic agreement that takes place between the new alliance and the Balkan States, or even with Turkey, the importance of the bloc, and consequently, the guarantee of peace, still further increases. That is the road by which we in Germany with Austria-Hungary will eventually arrive, if not at immediate disarmament, nevertheless at a substantial lessening of our armament burden. The Polish question can only be solved in connection with the German-Austro-Hungarian question, or vice versa. In whatever form, too, in the future, Poland may seek and find its attachment to the Central Powers, one thing is certain—that is, the attachment will be easier if Germany and Austria-Hungary are politically, economically, and militarily, permanently united than if the present state of affairs be retained, or even the possibility in the future of a complete separation should threaten.

After emphasizing that the solution of the entire matter must rest on broad lines and quickly be brought about, Herr von Payer concluded: "The fateful hour has struck for Germany and Austria-Hungary, and, therefore, assuredly also for Europe."

alliance for civilisation have been so far like a company of infantry, each man fighting with a hand-made rifle. If the rifle breaks down the rifleman must send it back to an expert mechanic for repair; he must even have his own special ammunition. At least fifty years ago the infantry arm took to a standard rifle, with "standard" ammunition. Now a broken rifle can at a pinch be repaired on the spot from spare parts, and all ammunition, both for rifles and machine-guns, is interchangeable. The great weakness of the mad and unrealistic project for 100,000 American aeroplanes was the fact that it would have taken at least 3,000,000 men to keep them in order and repair. Since the motor is the all-important part of an aeroplane, this standard plan, with its system of interchangeable parts, reduces the number of hands necessary to perfect operation, and introduces a corresponding economy in man-power.

INDIAN REFORMS.

DANGERS OF HASTY LEGISLATION.

(BY INDEX.)

There has always existed the fear that proposals for the extension of rights of self-administration to the peoples of India might be received and considered in this country with less attention and knowledge than they deserved—a fear that has almost invariably been justified. In the midst of this way-of-war there is a double danger that the scheme for a reform to be placed before the House of Commons at an early date will be treated as a side issue of comparatively small importance. It is therefore worth while to sum up the conditions of Indian life to which the reforms of Mr. Montagu will have to be adapted. No doubt he and his advisers have borne in mind these conditions, but it is scarcely within the scope of their Parliamentary action to prepare the ground as well as sow the seed, and they may therefore be satisfied to have some part of the difficulties of their task explained beforehand.

These difficulties were legion, but it will be sufficient to note the following as characteristic and of a permanent nature: 1. The complete indifference towards the matter, and the almost as complete ignorance of more than 328 millions out of the 350 millions which make up the population of India to-day.

2. The irreconcilable antagonism that exists between the religions, race prejudices, and life habits of the different peoples of India.

3. The natural impossibility of applying the principles of Western constitutionalism to a country which does not and cannot possess an alternative executive.

4. Our obligations to the native States; and the fact that these States are increasing in population at a rate so much greater than that of British India that the relations between the two will necessarily be altered in the near future. (Between 1873 and 1911 the native States have increased by 233 per cent., and British India by only 33 per cent.)

5. Caste. 6. The inability to obtain even approximately representative opinion of any but small sections of the population, and none at all of that part of the population which has now no wish for representative government, but which in the event of any serious internal trouble would entirely outweigh the non-combatant constitutionalists.

7. The fact that in similarly composed Eastern nations Western methods of representative government have failed.

On the other hand, there is the clear determination and goal which we have set before us in our administration of India—that of gradually teaching the peoples committed to our charge to become qualified for a large measure of self-government. It is not a question of the road to be pursued; it is a question of pace to be set. It is impossible in these few paragraphs to do more than remind Englishmen and others of facts and conditions which were well accepted before the war, but which are likely to have been forgotten, or to have lost much of their importance for us in the vastly greater interest of the last four years. I propose, therefore, to sketch briefly the nature of the difficulties.

INERTIA AND RACE-ANTAGONISM.

It is enough to state the proportion of natives of India who are actively desirous of Western constitutionalism for an ordinary Englishman to wonder at the amount of talk and trouble that the question of Indian autonomy has caused. There is so great a contrast between those utterly indifferent that any serious consideration of the desire for change on the part of the smaller number seems, especially at this moment, unnecessary, and even a waste of time. After all, it is widely felt, those who appeal to democracy—well-to-do day means more and more the mere counting of noses—must abide by the first law of democracy. It is, however, in a more liberal spirit that this perennial Indian problem is regarded by statesmen at home. If any political education is to be attempted, a beginning must be made somewhere; though it will not be denied that, considering the infinitely small percentage of Indians who take any interest in this question of constitutional government, a very generous measure of representation has already been conceded by the British Government. It is, indeed, not only the inertia, but the illiteracy also, of the Indian masses which render reforms so hard to frame. Sir John Hewitt, in a recent speech, said that in his old district, the United Provinces, out of a population of 47,000,000, there were only 1,500,000 who could read or write at all, and only 85,000 non-Christian adult Indians who could read and write English, and were thereby qualified to take any part in Imperial Indian business. It is obvious that an enormous improvement in popular education must precede any attempt to obtain the real political opinions of this, a not uncharacteristic province. Elsewhere, for example, in the north-west, the proportion of literates is smaller still.

But the inbred and ineradicable antagonism due to religious fanaticism is an even greater obstacle than indifference or ignorance to any realisation of Western ideals. A short time ago hopes of possible co-operation were raised in some English centres when the Muslim League agreed to waive its religious differences and work politically in accord with the Hindu Congress. But the unrepresentative nature of this step was unfortunately displayed soon afterwards by the bloodshed and rioting that attended a fanatical religious outbreak in Bihar, in the course of which many lives were lost and 100 villages were looted by the Hindus. The truth is that unless some means are

found to remove all religious questions from the agenda paper of a mixed Indian body, no progress can be made; and those who know the Middle East best know how impossible it would be to achieve this sterilisation of politics. For those who do not know the East it may be useful to bear in mind the similar but less marked antagonism in Ireland. Religious observances make up the daily life of both Hindu and Mohammedan, and it is enough to quote the ever-burning question of the slaughter of cows—to the Mohammedan a necessary ceremony of his faith, to the Hindu an abomination of the Gulf that makes co-operation between the two races an almost unachievable goal. It seems clear that Western political methods can only succeed in a country where complete religious toleration is a tradition. Another form of racial prejudice that is equally inimical to any real democratic progress will be referred to later, when the question of caste has to be discussed.

POLITICAL DIFFICULTIES.

It seemed curious, when the Indian reforms of 1909 were introduced by Lord Morley, that so close a student of constitutional law was not given pause by the consideration that the one element of soundness in a Western Constitution is entirely lacking in India. I refer to the fact that in the United Kingdom, for example, an Opposition may at any moment be called upon to assume office and make good its professions. This, in existing circumstances, can never happen in India, and therein lurks trouble in a double form. Not only is there no check to wanton and irresponsible opposition, but there is necessarily engendered also a sense of intubility which naturally throws an over-active native politician back upon other methods of expression. It is to be hoped that any extension of autonomy now contemplated will be so framed that in such matters as can safely be entrusted to India hands this necessary training for public activity may, if possible, be introduced.

The question of the certain reaction of any large grant of self-government upon the administration of native States is of cardinal importance. I have already referred to the fact that the increase in the population of those States is enormous, and the relations between their rulers and the Indian Government cannot help being largely affected by our policy at this moment. It is difficult to gauge the real attitude of the large majority of the Princes towards an extension of Indian influence in the councils of the Government. In Mysore—which has had a history somewhat unlike that of other native States—there seems the most definite willingness to concede a fair measure of local administration. Elsewhere the feeling of the more progressive rulers has been expressed by a singularly enlightened chief, the Maharaja of Bikanir, speaking at a luncheon given in the House of Commons last year, his Highness, after welcoming the gradual extension of political rights in India, and adding a word of warning to those who are inclined to be impatient, dealt with the question of the spread of political reforms in the native States. He said that 10 per cent. of them already had "representative government." But a Prince in India uses the words in a different sense from that which would be applied to them either in England or at the National Congress, and in order, perhaps, to obviate any misunderstanding, he immediately afterwards referred to his class as autocrats, and intimated that they resented any interference in their internal affairs. In truth, they can hardly be in a position as yet to estimate the effect upon their own traditional autocracy of any large articulation of power by the small but very articulate class which is now pressing their claims somewhat intemperately upon the notice of the Home Government. Were it possible that the real views of the hundreds of millions of India could find a voice by means of the proposals about to be made public, the native rulers might be more able to welcome them. But nothing is farther from their thoughts than the admission into their own council chambers of the agitator of the type with which the "Home Rule for India" movement is so largely identified. Better than any they understand the deep mistrust and fear with which the lower caste millions regard even the slightest possibility of a return to "the much-hated Brahmin oligarchy." The projected Council of Princes could render no service to the Empire greater than the presentation with full knowledge and responsibility of the opinions of that vast non-Brahmin majority of Indians who at this moment are almost wholly inarticulate. It is precisely of these classes that the Princes would have necessary and practical knowledge, while at the same time no question of self-interest could arise. It would be a great task, and the entire absence of officiality would add additional weight to any representation they wished to bring to the notice of the Imperial authorities.—*Daily Telegraph*.

GERMAN CAMOUFLAGE.

An officer who has just returned from the Western Front states that the German camouflage has been brought to a state of artistic perfection that is almost incredible. The most expert and highly experienced aviators are often deceived when flying low. As a first step, the German military authorities sought suggestion from the most distinguished artists in colour. As a next step, every available man was turned on to carry out the artists' ideas. Miles of canvas painted to look like roads were constructed under which regiments could march without being seen. Paper encampments were improvised, aerodromes, woods, villages, and factories, all made to distract the observation, were set by night for the purpose of covering the movements of troops and guns.

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